



Condensed Information on Sgt. Marshall HOUTS from: WASH-SEC-OP-13 folder 14 MHZ -- 618 o September 1945

- 1
- a. While still at Kyankpyn Major Charles J. TREES and Captain Carrol C. GARRETSON called HOUTS to their tent. (TREES was HOUTS' Commanding Officer and GARRETSON was Executive Officer to TREES.) TREES stated that GARRETSON had discovered fifty-one .45 calibre automatic pistols at Chittagong which were "charged out to no one." TREES and GARRETSON believed they could get a "good amount" of money from the sale of the weapons, but they wanted HOUTS' advice so they wouldn't get caught. (HOUTS had been in the FBI). They offered HOUTS one-third of the profit and, after several days, he agreed.
- b. On the night of 3-4 July 1945 HOUTS assisted in the clandestine delivery of the pistols to a Lt. Col. Tun Aung, a Burmese officer in the "Burma Rifles" for burial, until a market could be found.
- c. On 15 July 1945 HOUTS was questioned by the OSS investigator and assisted him in the recovery of the pistols.
- 2. During the first week that HOUTS was in Rangoon an informer told him that 90 swords had been buried in the compound of A. Habeeb. At GARRETSON's direction and expense HOUTS had the swords cleaned. On 25 May 1945 HOUTS delivered them to TREES' quarters. On 13 July 1945 TREES quarters were searched and 36 swords were found and confiscated by OSS. (Several classified documents were also found in TREES duffle bag.)
- 3. TREES. GARRETSON and personnel under their command misappropriated property (jewelry and old books) during the first two weeks of the occupation of Rangoon.
- 4. Six OSS personnel were killed in a plane crash early in June. Three parachutes were recovered from the crashed plane. GARRETSON and HOUTS had payamas and other articles of clothing tailored from the parachutes.
- 5. In Spring 1945 TREES and GARRETSON were involved in the illegal sale of opium.

- 6. In early July 1945 TREES and Houts were involved in an illegal money exchange.
- 7. Specific charges against HOUTS, as recommended by the investigating officer:
 - a. Misapplication of 50 . 45 calibre automatic pistols and one Model M-3 submachine gun, property of the U.S.
 - **b.** Conspiracy with TREES and GARRETSON to misapply the above firearms.
 - c. Larceny of 86 swords.
 - d. Conspiracy with TREES and GARRETSON to feloniously take, steal and carry away 86 swords.
 - e. Conspiracy with TREES and GARRETSON to procure and deal in abandoned property found in Rangoon.

711015 CENTRAL INTERMISENCE AGENCY». 8-6-C-A-E-T Cubb 17.15 BLACK! NO N-E 322/01053-64 ×4 (4) DATE DISTE 27 July 1964 Réilroads NO PAGES RIPERINCES. Supplementary to 00-8 3,903,801 CD/CJ Case \$3311 THE EUROPEANTAL STATE OF THE PARTY OF Q. Can you tell me what was the length of the main lines ascrated by comman corriers in Gusa and what was the total length of all branch lines commined? $A_{\rm c}$ I can only stock for the Allesga of the Consolidates Rallways of Cula, which ran from Santh Clara to Comegacy to Santiago us Cola to Contamons. I would say that the main line and the branches consined exall by 1900 plus niles. What valght of rell is most common on main lines? That is the approximate #20 of most main-line rell and are the places commonly used? A. I would say the most company used rail is 00 iss per yard. If per cont of the main fine has 125 has per yard. Sidings are of has per yard. The approximate against out of the main lies to to 20 years. The plates are company used. 'n. \$-E-C-R-E-T 8-1E: Che Marie RECORD COPY

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 - A. To the sest of my recollection, there are close to three thousand time our kilometer of main line. The time are of herd moud but they are not treated. The average life of the time is about 15 years and I would say that the average age of the time now on the main line is about 15 years.
- S.C. cate and indicate also of principal freight classification yards and other feelight yards.
 - A. Our main classification yards were at Sante Clare, Comeguey, Moran, Santiago de Same, and Guantanamo,
- 5. C. Lucate and describe the principal repair shops for steam and for dissel-
 - A. We had complete repair shops for both stone and dietel locomotives in the castern outskirts of Camagany City. As a metter of fact, these shops are shown on the map of Camagany City which appears on the road map of Caba published by Esso Standard Oll, S A, In 1956.
- 7. C. Locate and describe the principal repair shops for freight and passanger cars.
 - A. The same stops in Capaquey City-wore used for the repair of freight and passenger cars. The Consolidated Railweys of Cube did eil of their own repair and in addition they did work for various sugar milis in the area.
- 3. Q. Is any part of the system electrified?
 - A. 85.
- 2. C. is there a division between lines operated by diesel and steem motive power
 - A. No. The Constillered Railways of Cube had 84 dissels and six steen engines. The six steen engines were used more or less for energency work.
- $\pm Q_{\star}$. Q. What is the number and total length of tunnels?
 - A. I .: are are no tunnels on the system.
- Q. Stale too number of locomotives in each major category, of diesel, steam and electric; and, inspire as possible, break the totals down by horsepower, and end country of origin.
 - A. As I have stated, we had 64 diesel engines and six steam engines. > to not remother the dutails about these but I know that some of the diesels were 1600 horsepower, some 900 and some 600 to 650 horsepower (see 60-K-3.923.30).
- 12. C. Please give the number of passenger care and the number of frieght ware.
 - A. I'm afraid that I connot give you accurate figures. I know that we had ever two thousand fraight care but I do not remoment the machine more as I remoment the machine of passenger care. (See 00-K-3,903,801. The "on file" reterial costains this infermetion.)
- 13. Q. Ware any possenger or freight cers equipped with roller bearings?
 - A. You, some, but I do not remember how many.
- 16. Q. Are dissai locamatives operated in multiple?
 - A. Yes, but my slways, it empends on the meight of the train and the

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- 17. Q. Can you give the number of employees of the common carrier rallreads? Is there a seasonal variation in amployment?
 - A. I can only speak for the Consolidated Railways of Cuba which had ever 19 thousand employess. There was a seasonal variation but it was vary slight.
- 18. Q. Can you describe the main freight houlege pattern of the railway system of Cuba? Indicate major commodities and direction of novembet.
 - A. I can spock only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Vostara Railroad of Cuba. The hosviest traffic was from Canagusy to Eurevitas. The Consolidated Railways of Cuba Nandled one third of the Cuban sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the railway also handled cattle, rice, yegotables and oil and other commodities.
- 19. Q. What Is the average length of haul? (This was stated in a 1952 report as 36.8 kilomoters.)
 - A. I would say that in 1960 it was about the same as in 1952.
- 20. Q. What are the principal routes of pessenger rovement? How dente are
 - A. I would say to and from Havane. I would estimate that in this traffic the railroads carried about six thousand passengers per day.
- 21. Q. is delly commutation a significant factor in the movement of passengers.
 - A. It is not a significant factor.
- 22. Q. to lass-then-carloid powerent of relative deportance is the total movement of Guide freight?
 - A. I would say that It is not vary important.
- Q. With respect to imports and exports, what ports are used for greatest interchange of tomoge between the reliroads and occan shipping? To seat extent are these samports or any others used for interchange with constwise snippingt
 - A. Speaking for the Consolidated Rallimays of Cuba, I would say husvitas.
 Tirefa, Pastellillo, Suntiaço de Cuba, Soqueron, Antilla, Sunta Crut del Sur,
 and Casilda. I would say that any interchange with quastwise snipping is
 fasignificant.
- 24. Q: In what condition are the principal highways of Cuba?
 - A. There is only one cain highway on the island which runs practically the entire larger of the island from Piner del Rio to Falenc to Santiage or tune. Tale highway was in poor condition when I left tube in 1961.
- 25. Q. What summiffiles are moved by mater transport and questal shipping?
 - fuger, wood and general composities.

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- 26. Q. What is the general pattern and direction of flow of this traffic?
 - A. From country to cities.
- 27. Q. What considerations determine the selection of the means of transport for the major commodities moved?
 - A. Frice, time, nature of commodity, and facilities.
- 23. Q. Wast atpalines, If any, are located in Guna?
 - A. Hone to my knowledge,

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7. 2. Locate and describe the principal repair shops for freight and passenger cars.

A. The same stops in Capaquay City-ware used for the repair of freight and passenger cars. The Consolidated Reliways of Cube did all of their own repairs and in addition they did work for various sugar mills in the area.

3. G. Is any part of the system electrified?

A. No.

5. Q. Is there a division between lines operated by diesel and steen motive power?

A. No. The Constituted Railways of Cube had 84 dissols and six stems engines. The six stams engines were used more or less for emergency work.

io. Q. What is the number and total length of tunnels?

A. There are no tunnels on the system.

 Q. State the member of locositives in each major category, of diesel, stems and electric; and, insofar as possible, break the totals down by horsepower, age and commercy of origin.

A. As I have stated, we had 84 diesal engines and all states engines. I do not remember the details about these but I know that some of the diesals were 1000 horsepower, some 900 and some 600 to 650 horsepower (see 00-K-3,523,327.

12. Q. Please give the number of passenger care and the number of frieght care.

A. I'm atraid that I cannot give you eccurate figures. I know that we had ever two thousand fraight care but I do not remainer the exect number nor do t remainer the exect number of passanger care. Zoo 00-K-3,903,801. The "on tile" naterial contains this information.

13. Q. Warm may pessenger or freight cars equipped with rollar beerings?

A. Yes, some, but I do not remember how many.

14. Q. Are diesel loconotives operated in cultiple?

A. Yes, but not always. It empands on the weight of the Irpin and the

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- 26. 2. Met is the general pattern and direction of flow of this traffic!
 - A. From country to eltion.
- 27. Q. that considerations daternine the selection of the scene of transportfor the major commodities asympt
 - A. Price, time, nature of correctly, and facilities,
- 23. Q. what pipulines, If any, are located in Cuba?
 - A. None to my knowledge.

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